

# Australasian Institute for Maritime Archaeology

## *Newsletter*

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**Contributors** please note the deadline for contributions for the next issue of the Newsletter (21.1) is **Friday 8 March 2002**. Contributions to be sent to Lindsey Shaw ([lshaw@anmm.gov.au](mailto:lshaw@anmm.gov.au)) by email, or fax.

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## AIMA News

### **President's Report for 2001**

#### **Logo and applications**

Following the acceptance at last year's AGM of an AIMA logo submitted by graphic Designer Jason Little from Adelaide, the logo has since been developed into a letter head, fax sheet and Membership renewal brochure. The AIMA Web site was the first to be revamped with the new corporate look.

These materials provide a fresh, clean and contemporary look for AIMA to assist in promoting our identity and work. The new logo should be included in all future AIMA Publications, including AIMA/NAS materials, the Bulletin and the Newsletter.

#### **Name Change**

Following extensive debate, member's voted overwhelmingly in favour of a change to 'Australasian Institute for Maritime Archaeology' and the name change officially came into being on 26 April 2001. Thanks to Terry Arnott who originally raised this issue and to everyone who contributed to the debate.

### **National Cultural Heritage Forum (NCHF) 18 - 19 September 2001**

I recently attended a meeting of the National Cultural Heritage Forum in Canberra. These meetings continue to provide a valuable avenue for ensuring that maritime heritage is given a hearing within the context of heritage management as a whole.

#### **Newsletter editors**

Kieran Hosty has advised that he is no longer able to continue to be one of the Newsletter Editors. Kieran has done a sterling job for seven years as Newsletter Editor and AIMA is greatly indebted to him and highly appreciative of his work. Lindsey Shaw is continuing as Newsletter Editor for another 12 months when she too will hand over

the reins to someone else. Therefore, **now is the time for people to start thinking of whom will take on the position of Newsletter editor.**

ANMM has also advised that it can no longer absorb the cost of printing the AIMA Newsletter and this is now a cost that will be funded by AIMA.

### Bulletin

The publication of the AIMA Bulletin is now pretty well back on schedule. Thanks to Jeremy Green and Myra Stanbury for continuing to provide such a valuable and professional service to AIMA. It is hard to imagine how this core component of AIMA's activities could continue without their skills and commitment.

### AIMA/NAS

AIMA has recently engaged in fruitful discussions with PADI Asia Pacific regarding AIMA input into PADI training programs and it is hoped that this will result in substantial new activity in this area of the coming 12 months.

In the meantime, the training courses continue to increase AIMA's profile in the community and to introduce a significant number of people to the ethics and procedures of maritime archaeology. The work that the National Tutor, Mark Staniforth has put into getting this program off the ground has been enormous.

Cos Coroneos has also been an invaluable asset as National Training Officer. The packages, flyers, brochures etc whose production he has coordinated are great tools for promoting the courses.

The various State Tutors however are in many ways the backbone of this program. I would like to thank them for all their hard work. With PADI now offering to promote the courses and to become more closely involved in other ways, your work load could increase significantly.

I would particularly like to thank Nathan Richards for his work in the development of the AIMA/NAS CD-ROM. This is a great product and one that helps to increase consistency in content and quality of instruction right around Australia.

AIMA/NAS courses are an important service that AIMA members are supplying. I encourage all AIMA members to actively support the program.

On 8 October I sent an email to AIMA Councillors on the issue of concurrent AIMA, ASHA, AAA conferences being held in Townsville in 2002. At

last year's joint AIMA/ASHA conference there was general interest in having a follow up joint AIMA/ASHA conference (same venue, parallel sessions) in Townsville in 2002 so this would be much the same but with the AAA (Australian Archaeological Association) conference happening at the same time. The proposed format would be:

1. Joint AIMA/ASHA conference along the lines of that held in Adelaide in 2000
2. Concurrent AAA conference
3. A combined session or day to discuss issues of mutual interest involving AIMA, ASHA and AAA

James Cook University has offered to host the three conferences.

At the AIMA AGM in Geelong, there was agreement to the proposal. Viv Moran has undertaken to be the Convenor for AIMA and is currently working on themes and coordinating with ASHA, AAA and JCU. Below is a list of issues that ASHA has suggested for possible inclusion on the combined day. Please review these and forward any additions or other suggestions/queries to me.

The list is not a 'refined' product but was designed to get a broad span of ideas on paper.

The list is in order raised:

1. The way we deal with sites with multiple values [ind / hist], including ones that aren't early contact but modern Aboriginal.
2. The lack of heritage legislation in some states, or gaps in particular states [states noted were SA, NT, WA]
3. There is an existing Government Historical archaeologists' network. What about other similar networks?
4. This needs to be backed up by well-prepared short 'punchy' position papers that are factual and propose solutions
5. AIMA has lobbied the Commonwealth Government for research to be included as something that can be funded by the CHPP [successor to National Estate grants]
6. Publication - lots of small and struggling journals / newsletters, the basis for publication is changing and now is a good time to review the role and means of archaeological publication in Australia
7. Perception by the public / government that archaeology is expensive while not producing a relevant product.
8. University courses that go across institutions, and the potential of virtual courses
9. Lack of professional registration and certification
10. Problems with the availability of the grey

literature, its general loss to the discipline and the need for finding tools. Decline of the HERA database was mentioned here.

11. Make the solutions practical, not theoretical and rhetoric
12. If we're being so touchy feely towards each other, then a session that has papers putting this stuff into practice.
13. There will be a National Heritage Maritime Strategy in advanced form by Townsville - may be a good occasion to look at its worth as a model for whole of archaeology approach.
14. There is a continuing shortage of young graduates with solid knowledge. There is too much streaming into HA / Indig. streams too early in courses rather than producing generalists
15. ASHA should be embracing this process enthusiastically.
16. What are to be the means of disseminating this information? ASHA newsletter, AUSARCH, ASHA email lists
17. Student funding and costs of doing a degree
18. Better linkages and coordination of websites and internet presence
19. A couple of SA postgrads recommended a bulletin board to post info.

## Secretary's Report

External correspondence remained relatively light over the 2000-2001 year with the bulk dealing with membership and publication matters, federal funding submissions, etc. Executive and Councillor communication via email remained a popular way of discussing emerging issues and news. One E-group conference was held but proved ineffectual as the majority of councillors were not online or involved in the discussions and there were no forwarded reports as requested. The Secretary has continued to handle all membership banking/receipting together with the regular role of updating the Membership Database.

There were 191 paying members for the 2000-2001 year, 27 of which were new members predominantly resulting from the Adelaide Conference. This comprised membership fees of \$8025.73 paid into the AIMA General account. It comprised 19 Institutional memberships (largely major libraries, museums and Associations), 146 Ordinary memberships, 23 student memberships and 3 Associate.

This is in comparison to the previous 1999-2000 financial year which had a total paying membership of 172 with 8 new members who signed up for that year. This came to a total membership income of \$7, 540 for the 1999-2000 year.

The support of Members, through their annual fees, allows AIMA to undertake its various operations throughout the year. Publication of the *Bulletin* and *Newsletter* is supported by this income. Members for the previous 1999/2000 year received *Bulletin* 24:2000 (Darwin Conference papers) as part of their Membership dues and four Newsletters. *Bulletin* 25 2001 is due for release to Members of 2000/2001.

The 2000-2001 AIMA Scholarship was offered but not implemented due to the types of projects nominated for funding. Being existing PhD studies, the Scholarship Committee felt that they were outside of the Scholarship guidelines which seek to initiate and support new short term research projects which would not normally gain funding or in-king support.

In conclusion, the Secretary again thanked all AIMA Members for their keen support of AIMA throughout the past 2000-2001 financial year.

## News News

### Commonwealth Government

#### Australian National Maritime Museum

**Student Internships:** During October / November 2001 Amy Stevens – a second year archaeology student from the University of Sydney – worked at the Museum on items from the maritime archaeology collection. Ms Steven's work centred on a collection of unidentified chains, shackles and sandstone blocks uncovered and excavated from Bennelong Point - near the Sydney Opera House - in the late 1980s.

#### **Vasa 1628: Strange fate for a King's warship:**

The *Vasa* exhibition opened on 15 November 2001 and will remain at the Australian National Maritime Museum until the end of January 2002. In mid February the exhibition will travel to the Museum of Melbourne where it will remain until the end of April 2002. Negotiations are currently underway with a number of other venues in Australia.

The exhibition contains over 90 original artefacts from the *Vasa* shipwreck along with replica and support material from the collections of the

Australian National Maritime Museum, The Art Gallery of South Australia, the Powerhouse Museum, Sydney Heritage Fleet, the Pike and Musket Society and the ANCODS Collection.

Some of the artefacts included in the exhibition are original sculptures, a felt hat, leather shoes, wooden barrels, pewter plate, tankard and chamber pot, rigging components, carpentry tools, cannon implements, chain, pike and scissor shot.

**Maritime Archaeology and Scientific Diving Policy:** The ANMM Scientific Diving Team has updated the Museum's Maritime Archaeology Program and Scientific Diving Policy. Updated every three years, the Policy outlines the proposed work schedule of the Program including staffing levels, projects and budgets. The Policy document also outlines the Museum's collection policy in regard to the acquisition and display of archaeological material.

Kieran Hosty  
Curator  
Australian National Maritime Museum

## New South Wales

### NSW Heritage Office Maritime Heritage Online

NSW Maritime Heritage Online is an exciting and innovative research facility designed to provide wide public access to information about heritage sites related to NSW Maritime History. The Minister for Planning, the Hon Dr Refshauge MP, launched the new web site on Thursday 22 November 2001.

About 70 guests attended the launch. These included divers, dive shop owners, dive charter operators, and other industry bodies including Apollo Australia and PADI. Museum Curators, representatives of naval organisations and senior personnel from a range of government departments were also strongly in attendance.

Drawing on his own interest in recreational diving, the Minister advised the gathering that the site is a valuable information source for divers and maritime heritage researchers.

New South Wales Maritime Heritage Online assists users to explore important developments in the history of this State by means of the State's shipwrecks, historic buildings, lighthouses, port facilities and cemeteries.

The site incorporates the NSW Shipwreck Database (including the new Register of Historic Shipwrecks in NSW State waters) but this is not just a shipwreck database. The architecture of the site means that a large range of documents and images can also be placed on line. These include not only electronic versions of material published by the Heritage Office but also previously unpublished Wreck Survey reports. Some of these have been summarised into 'Case Studies' that also serve to guide researchers on the content and presentation of their own wreck survey results.

In relation to divers, NSW Maritime Heritage Online will help in:

- Planning dives to historic shipwrecks
- Learning the history of wrecks that they are planning to visit
- Protecting historic shipwrecks
- Locating further information
- Developing surveying skills
- Getting divers involved with shipwreck research
- Assisting divers to gain more enjoyment from wreck diving

Information about specific site can be obtained from the NSW Shipwreck Database. Dynamic graphs of the results of database searches are also being incorporated into the site.

Divers can use the site to help plan dives to historic shipwreck sites and can even submit their own shipwreck photographs. The site can also be used to plan visits to land based maritime related sites and maritime museums and to find out which sites have interpretive signs.

For people completing Wreck Diver courses, there are guides to library research, bibliographies of specific reference material and advice on the preparation of wreck survey reports.

The Web site's 'Research Centre', accessed from the main menu, also lists specific Diver Resources. These include information on how to become involved with historic shipwrecks, advice on good conservation practices and legislation that governs what can and can't be done on an historic shipwreck.

Divers are encouraged to undertake their own research projects and to prepare wreck reports as

part of the Heritage Office's *Wrecks Alive* project.

For divers interested in obtaining additional wreck site surveying skills there is a 'Training' section that provides information on AIMA/NAS training courses as well as professional training through university courses.

These are just a few of the many resources available on this web site. Users can help it to evolve even more and to include new features by forwarding suggestions and contributions to the Heritage Office. The URL for the site is <http://www.heritage.nsw.gov.au>.

**Editor's note:** thanks must go to Tim, David and Mike Lorimer and his team for their wonderful efforts in making this website a reality. Well done!

### NSW Heritage Act Amendments

Coinciding with the launch of Maritime Heritage Online was the launch of a new brochure outlining recent amendments to the NSW *Heritage Act 1977* to include specific mention of historic shipwrecks. This brochure is also available in electronic format on the Web site.

The Heritage Act has always included protection for historic shipwrecks in State waters under the 'relics' provisions of the Act. However, it was felt that greater awareness of the importance of historic shipwrecks and their unique attributes would be better served by specific reference to them and to the creation of a Register of historic shipwrecks in NSW waters.

Historic shipwrecks within NSW may be located in rivers, harbours and lakes, or on riverbanks and foreshores. A protected historic shipwreck includes articles associated with the ship.

Under the Heritage Act all shipwrecks within NSW that took place more than 75 years ago are protected.

It is also possible to extend this protection to important shipwrecks less than 75 years old through an order by the Minister of Urban Affairs and Planning published in the *NSW Government Gazette*. Such an order can relate to one or more ships or articles. The order must identify the nature and location of the shipwreck.

The Act stipulates the boundary to which the State Heritage Act applies in relation to historic shipwrecks is the landward side of the Territorial Baselines. This clarifies the jurisdictional

boundaries between the State Act and the Commonwealth Historic Shipwrecks Act. It will be interesting to see what impacts the UNESCO Convention on the Protection of Underwater Cultural Heritage has on both State and Commonwealth legislation over the coming year.

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Tim Smith [smitht@heritage.nsw.gov.au](mailto:smitht@heritage.nsw.gov.au)

## Queensland

### Museum of Tropical Queensland

Look us up on the WWW at  
(<http://www.mtq.qld.gov.au>) or  
(<http://www.qm.qld.gov.au/features/pandora>)

### James Cook University

In case some of you don't already know, ADAS (Australian Diver Accreditation Scheme) is now offering a grandfather clause period for all those involved in the diving industry who have had previous dive supervision experience. This will be applicable to most of us who have worked in the our field, and may be worthwhile investigating, particularly if the diving industry might be regulated to enforce use of commercially qualified dive supervisors on any fieldwork operations.

More information is available from  
[http://www.isr.gov.au/resources/petroleum/diving/Supervisors\\_Accreditation/index.html](http://www.isr.gov.au/resources/petroleum/diving/Supervisors_Accreditation/index.html)

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## South Australia

### Heritage South Australia

**Staffing:** I am pleased to announce that Robyn Hartell has been appointed to Heritage SA in the position of Senior Heritage Education Officer with the Maritime Heritage Unit. Many of you will recall that Robyn held the position of Education Officer

with the South Australian Maritime Museum for nine years. She has worked with Heritage SA for the past two years before officially joining us. Recent projects she has completed are the *Port Elliot Maritime Heritage Trail* and the *Garden Island Ships' Graveyard Maritime Heritage Trail*.

**Garden Island Maritime Heritage Trail:** The booklet *Garden Island Ships' Graveyard* and the Trail were launched on 9 October by the Minister for Environment and Heritage, the Hon Iain Evans. Interpretation of the Ships' Graveyard includes a 50-page booklet and six signs, two of which have been placed at the Garden Island Boat Ramp. Three signs have been mounted on piles in the river, near the main accumulation of wrecks and are accessible from boats and kayaks. The sixth sign has been installed at the Adelaide Speedboat Club, overlooking the main group of abandoned vessels.

The *Garden Island Ships' Graveyard Maritime Heritage Trail* is an educational and recreational asset for South Australia. The area is frequently visited by recreational anglers, boat-operators and kayaking groups; the SA Maritime Museum's historic launch *Archie Badenoch* conducts regular 'Graveyard Tours' for school groups and the general public; and fieldwork on the site is an integral part of Flinders University archaeology courses.

The booklet is available from the Environment Shop, 77 Grenfell Street, Adelaide 5000 (tel 08 8204 1910) – cost \$9.90 GST inc.

**Fishery Bay Whaling Station:** Heritage SA in association with Flinders University Archaeology Department carried out an excavation of the tryworks at the Fishery Bay Whaling Station near Port Lincoln during September 2001. The prime purpose of the excavation was to survey and record the structure, and to recover as much as possible before the remains were swept into the sea by waves and lost forever. Pilfering of bricks from the site by visitors had also been reported and substantiated. It was intended that all recovered items would be returned to the site and displayed in an interpretive shelter to be erected in the future.

The team was surprised to find early in the excavation that the majority of the tryworks base consisting of brickwork was substantially intact. The rescue operation was changed to one of in situ stabilisation, with reburial and the construction of a concrete retaining wall to protect the site from wave damage. It is planned that interpretive signs

will be installed at the site in conjunction with the establishment of an entry road and carpark by the local council.

While the historical information is incomplete, it is believed the Fishery Bay Whaling Station was established by the South Australian Company in 1837. In 1839 the station was operated by about 56 whalers who were employed by the United Fishing Company of Adelaide – a partnership between the South Australian Company and Hack & Company – and by June of that year only six whales had been captured. The station was proving profitable by the 1840 whaling season, recording a yield of 113 barrels of oil - equivalent to about 12 whales.

The station operated under the United Company until late 1841, when the South Australian Company sold off all its interests in the black whale industry, leaving Hack & Company in total control. Only months later Hack & Company, in dire financial straits, were forced to sell off all its interests in the whaling industry, including the Encounter Bay and Fishery Bay whaling stations. Both stations were purchased by Jacob Hagen and John Hart, who operated the Fishery Bay Station for three to four months before abandoning it. The station was never occupied again.

**Ships' Graveyards of South Australia:** Robyn Hartell, with assistance from Wayne Bartsch (Cultural Tourism student - Flinders University), is researching and developing a website featuring over twenty of South Australia's ships' graveyards. The project is planned to be up and running by mid 2002.

**Ships' Graveyards of Port Adelaide:** Robyn Hartell is also researching and developing a brochure featuring Port Adelaide's five ships' graveyards. The brochure is planned for release during January 2002. The project is a co-operative venture between Heritage SA and the Port Adelaide Enfield Council.

**Historic Jetties of South Australia:** Chris Lewczak (archaeologist and President of the Society for Underwater Historical Research) is researching and developing a website for Heritage SA featuring South Australia's historic jetties.

Terry Arnott  
A/Principal Maritime Heritage Officer  
Heritage South Australia  
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## Flinders University in 2001

For the first time the Department of Archaeology at Flinders University offered an expanded program of undergraduate topics in maritime archaeology consisting of:

ARCH 3304 Maritime Archaeology Field School summer intensive (Feb 2001)  
 ARCH 2004 Australian Maritime Archaeology semester 1  
 ARCH 3005 Underwater and Coastal Archaeology semester 2

Flinders University also has a growing number of research honours and postgraduate students in maritime archaeology and related areas. PhD candidate Nathan Richards is nearing completion of his thesis on Ship Abandonment and he expects to submit in the first half of 2002.

Cassandra Philippou has been conducting fieldwork in the Southern Fleurieu Peninsular including survey work on the salvage camp associated with the wreck of MV *Victoria*

During 2001 Nathan Richards (SA State Tutor) organised three AIMA/NAS Part 1 training courses - these were taught by Nathan Richards, Cassandra Philippou, Terry Arnott, Chris Lewczak and Mark Staniforth.

In February 2001 the Department of Archaeology ran its first underwater archaeology field school at Port Victoria. Fifteen students including interstate and overseas students completed ARCH 3305 Maritime Archaeology Field School which was taught by Mark Staniforth, Nathan Richards, Cass Philippou and Chris Lewczak with assistance from Associate Professor Peter Veth (from James Cook University), Bill Jeffery, Terry Arnott and Rick James (from Heritage SA), Vicki Richards and Corioli Souter (from WA Maritime Museum).

In March 2001 *Maritime Archaeology in Australia: A Reader* was published (Staniforth & Hyde 2001). The Reader has already sold more than 100 copies and has been taken up as a set text at three universities.

In September 2001 students and staff conducted a rescue excavation on a tryworks platform at the Sleaford Bay Whaling Station near Port Lincoln. The excavation revealed the extent and condition of the tryworks brick floor. The work was done in association with Heritage SA and students assisted Heritage SA staff Terry Arnott and Rick James with building a protective wall to stop

erosion of the site into the ocean.

In November 2001 Mark Staniforth, Paddy O'Toole, Nathan Richards and Cassandra Philippou were awarded a contract by the Australian Federal government to develop a National Maritime Heritage Strategy. The Strategy will help to guide the direction of preservation, protection, investigation and interpretation of Australia's maritime heritage over the next few years. It is expected to be implemented in 2002.

From 2002, Flinders will offer a graduate coursework program in Maritime Archaeology, incorporating a:

Graduate Certificate in Maritime Archaeology 1 semester (6 months)  
 Graduate Diploma in Maritime Archaeology 2 semesters (12 months)  
 Master of Maritime Archaeology 3 semesters (18 months)

These courses are intended to provide opportunities for professional development for those already working in the field as well as catering to a growing demand from International students. The program will be articulated, allowing students to receive credit for topics completed at a satisfactory level as they progress from the 18 unit Graduate Certificate to the 36 unit Graduate Diploma and the 54 unit Masters. However, quotas will apply for entry into the Graduate Diploma and Masters programs, which will only be offered every second year (entry in 2002 and 2004). These courses are designed to be modular and sequential, allowing students to progress from one course to another at their own pace and in a manner that suits their own situation.

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## Victoria

### Heritage Victoria

No report this issue.

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 url: [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au)

From the **Maritime Archaeology Association of Australia (MAAV)** Newsletter *Wreckings*:  
 The demolition of the Chinaman's Hat (Caisson/Station M) on the Popes Eye bank has been halted as research into the WWII-built structure indicates it played a part in the defence of Port Phillip and is of historical importance. The Historic Shipwrecks Advisory Committee have recommended that this structure not be demolished.

The wharves south of Pier 35 (better known as rotten row) are currently being assessed by Melbourne Ports Corporation as there are plans to demolish them for future developments.

January 27 will be a training day for surface supplied equipment – to be held off Paterson River.

MAAV webpage is at:  
<http://home.vicnet.net.au/~maav/>

## Western Australia

**The Frank Broeze Memorial Fund** has been launched by the Department of History, Faculty of Arts, University of Western Australia. Tax deductible donations to and further details from:  
 Office of Development  
 University of Western Australian  
 35 Stirling Highway  
 Crawley WA 6009  
[development@uwa.edu.au](mailto:development@uwa.edu.au)

## Western Australian Maritime Museum Partners in grime!

Many practitioners will be aware that the deconcretion methods employed on the SS *Xantho* engine employed a combination of traditional percussive methods with the flame

deconcretion method developed and successful applied by Dick Garcia of the Western Australian Museum's Department of Conservation. (See McCarthy, M., 2000, Iron and Steamship archaeology: success and failure on the SS *Xantho*, Plenum).

The latter method proved much more effective than the former and it resulted in our being able to totally dismantle the engine, a hitherto undreamt of success. The reference to failure in the book's title referred to relates to both Charles Broadhurst a visionary who was also a perennial failure and two extensive bouts of exfoliation that occurred during treatment of the engine. Of importance in the experiment you are invited to join and/or to follow is the fact that the Flame Deconcretion method did not cause exfoliation.

The team, predominantly Vick Richards, Dick Garcia and I have been searching for materials that will allow us to perform a comparative study, including the use of differing immersion solutions for some years now. We have been unsuccessful and now seek partners who may be able to provide two or three small objects (each of diving tub size maximum, each of a 'composite' metal structure with some nuts and bolts to reflect the *Xantho* engine) that can be removed with due regard to the ethics from one site such that there is 'control' for such variables as on-site environment, metallic composition, method raised and method/solution transported, time of raising, means of excavation and the like.

We will bear costs of transport, delivery, conservation and return of the conserved objects. Clearly it is an experiment and no guarantees can be made as to the final result, hence the reference to proper regard to archaeological ethics.

A pair of engine or bilge pumps from a non-historic vessel would be ideal. For there are nuts and bolts, coppers, brasses, irons and the like in such machines, they are small, relatively easily handled and conservation/transportation tubs are readily available.

Interested? Contact me at the address below and Vicki, Dick and I will be in touch.

Dr M. McCarthy  
 Curator of Maritime Archaeology  
 WA Maritime Museum  
 Cliff St  
 Fremantle Western Australia 6160  
 Phone: 08 9431 8436  
 Fax: 08 9431 8489 <http://www.mm.wa.gov.au>

## Tasmania

### Cultural Heritage Branch Department of Primary Industries, Water and Environment

From Mike Nash:

A number of major projects have been underway and are finally completed. I am also currently managing the Historic Heritage Section of the Department with responsibilities for the government's heritage assets and have been unable to devote as much time to the maritime program as I would have liked.

**Sydney Cove:** the long running *Sydney Cove* (1797) project has finally been completed with the publication of the second edition of *Cargo for the Colony* on the history and archaeology of the wreck site. Relocated in 1977 the site was responsible for the establishment of a maritime archaeological program in Tasmania and the subsequent signing of the State to the Commonwealth *Historic Shipwrecks Act*. A major excavation program took place on the wreck from 1991 to 1994 and this work culminated in a display that travelled to a number of Tasmanian and interstate venues over a two-year period.

The first edition of *Cargo for the Colony* was produced in 1996 but the work was never considered to be complete. In the intervening period there has been an AIMA Special Publication on the Chinese porcelain from the wreck, the completion of a Doctoral thesis by Mark Staniforth and the opportunity to complete further documentary research in India where the vessel was built.

The second edition is a 200-page hard cover volume with numerous maps, drawings and plans. RRP \$30

Available from Navarine Publishing  
PO Box 1257  
Woden ACT 2606

or through the Oceans Enterprises website run by Peter Stone.

**Maritime Heritage Trail:** Over the past year work has been undertaken on a maritime heritage trail on King Island. The King Island Regional Development Office with the support of the King Island Council and Tasmanian State government obtained Federal funding of \$38,000 for the project.

Solid stone cairns for the signs were locally

constructed and the King Island Council undertook some minor road works and added parking areas. The trail was officially opened in August. An accompanying brochure is underway.

While King Island has around 60 known shipwrecks, the project concentrated on some of the more well known ones such as the *Neva* (1835), *Loch Leven* (1871), *Cataraqui* (1845), *Shannon* (1906), *Blencathra* (1875), *Netherby* (1866), *British Admiral* (1874) and *Carnarvon Bay* (1910). There are also signs for the Cape Wickham and Currie lighthouses, the harbours of Currie and Grassy, and early French explorations.

**Convict shipbuilding:** The Port Arthur convict site south-east of Hobart is one of the country's best known historic locations and the most highly visited tourist destination in Tasmania. The Port Arthur Historic Site Management Authority (PAHSMA) has recently received a five-year funding boost to carry out major conservation and interpretation works at the site. As part of the interpretation process PAHSMA is commissioning studies on the history of a number of major precincts within the Port Arthur site. As part of this work I have completed a draft report on the convict dockyard precinct.

Large-scale shipbuilding using convict labour appears to have been unique to Tasmania. It was initially undertaken at the west coast penal settlement of Sarah Island where there was an abundant supply of good quality timber. With the closure of Sarah Island in 1833 shipbuilding switched to Port Arthur where a yard was in operation from 1834 to 1848. While concentrating on the supply and repair of vessels for the colonial Marine Department and the convict settlements, the yards also serviced British naval ships and provided numerous craft for commercial sale. While the growth of commercial shipyards in Tasmania overtook the convict operations during the 1840s they were the single largest producer of vessels in the colony for around 20 years.

There is considerable documentary evidence on the operations of the shipyards at the Archives Office of Tasmania and the Mitchell Library at the State Library of NSW including detailed accounts of production for some years. At both the Sarah Island and Port Arthur sites there is also surviving physical evidence of shipbuilding enterprises including slipways and at least one extant building. Underwater survey work adjacent to the Port Arthur dockyard has also revealed material from the convict period. This will be the subject of further study.

## NORTHERN TERRITORY

### Thesis abstract:

Jung, S. 2001. Wings beneath the sea: the aviation archaeology of Catalina Flying Boats in Darwin Harbour, Northern Territory. Unpublished M.A. thesis, Northern Territory University, Darwin.

Darwin Harbour, in Australia's Northern Territory, is reported to have seven Catalina Flying Boat wreck sites. These were lost during and shortly after World War Two. Five have been found, but their identification remains a puzzle. This thesis tests if a combined historical and archaeological study can identify the wreck sites. These wreck sites have become lost to living memory. Identification of the resource is an important step in understanding the events that occurred at the time of their loss. As a result, this is the first study in Australian aviation archaeology to provide verifiable evidence in explaining what happened in the past. This challenges previous attitudes and practices regarding aircraft wreck sites, which calls for their re-evaluation as important places to regional history and archaeology and not merely as a marine habitat, of benefit only to anglers and a problem to developers.

In this thesis the assemblages on the harbour floor are linked to their individual histories. This has several implications in wreck site interpretation. By understanding the events that occurred at each wreck site, archaeological research tests whether wreck site formation processes, ie. the causal factors that attributed to the loss of an aircraft, are evident in the in situ structures and the spacial distribution of those structures. In this way, wreck site formation processes can be used by archaeologists as a measure for interpreting their identity out of a group of wreck sites lost in the same area, as the historical record indicates that they were lost due to different circumstances.

The United States Navy lost three Catalinas on 19 February 1942. The RAAF are reported to have lost four throughout 1945. The US Navy Catalinas were, hence, early types, whereas the RAAF had lost more advanced machines. This thesis examines the attributes of the different types of Catalinas that were lost and determines if this is a viable method for identifying the wreck sites. The analysis of historically recorded attributes, in combination with a search for those attributes on the wreck sites will verify their identities, but will also verify how many Flying Boats were actually lost in Darwin Harbour. Research of the historical

record has uncovered new information regarding the fate of one RAAF Catalina that forces archaeologists and historians to re-evaluate the events that occurred in Darwin Harbour during World War Two.

The results of this thesis suggest how the wreck sites can be identified and managed according to international and Territory conventions. The wreck sites represent the only tangible remains of the recent Flying Boat history of the Northern Territory. As a result, this thesis argues that they are an important archaeological resource. The ultimate outcome of this thesis, however, is that this research will act as a starting point for the closure to the Catalina puzzle, by identifying the places (wreck sites) where important events happened.

### Air Raid on Broome - Impressions 2001:

When I was asked to participate in the Broome Aircraft Wrecks Project by the Western Australian Maritime Museum and Prospero Productions, I thought of the links with Darwin. Nearly two weeks after the brilliantly successful air raid on Darwin, Broome would also experience similar destruction, but of a different kind. The great loss of people and machines in Broome's Roebuck Bay, as history indicates, was opportunistic for the Japanese. They were surprised that so many Flying Boats were on the water. As a result, they would spend much longer over their target than intended. The raid was specifically intended for the aerodrome, but according to one of the Zero (Navy Type '0' fighter) pilots, the sight of fifteen giant Flying Boats on Roebuck Bay was a target too good to resist. The results of that one hour contact with 'the enemy' created for Broome a Flying Boat mecca for aviation archaeologists that is unique in the world – a sunken aerial armada, consisting of three different types of American made Catalinas, German built Dorniers and British Short Empire Flying Boats. Roebuck Bay has become a potential museum, with each of the wreck sites a gallery in that museum, with their own story to tell about their origins, the people that they carried and the circumstances of their loss. This is the challenge that archaeological research now faces, to reconstruct those events and lives of those people.

Diving down to a Catalina, in visibility not too dissimilar to Darwin Harbour, I first saw Jeremy Green's bubbles rising from the murk, which indicated to me where to swim to. Jeremy was in the process of setting up an excavation square. This was to be the first aircraft wreck site in Australasia to be excavated by archaeologists.

While helping him remove some of the overburden inside the excavation grid we saw high density artefacts. Jeremy later told me that he has not seen such a density of artefacts since having excavated the *Batavia*! This is where the wreck sites in Broome are so different from the Catalinas in Darwin Harbour.

I did not immediately recognise the Flying Boat we were excavating, until I swam around the bow. What struck me about the Broome wreck sites, and this one in particular, was its poor condition. According to anecdotal information, the Royal Australian Navy blew them up with explosives to make them safe for sport SCUBA divers. The damage seen on the Darwin Catalina wreck sites, I argue, is not so much a result of post depositional factors, but due to the circumstances of their loss. The structural integrity of the Darwin Catalinas is far better than the Broome wreck sites. The Darwin Catalinas, however, have been hit hard by the souveniring activities of sport SCUBA divers. This makes the excavated material from the Broome Catalina extraordinary. Once their conservation is complete, analysis will reveal insights as to the identification of the aircraft and about the behaviour of the people that were on board at the time of loss.

I came to Broome looking for links with Darwin and in particular hoping to find the two US Navy Patrol Wing Ten PBY-4 Catalinas that were lost in Roebuck Bay. I have identified one of these early Flying Boats in Darwin Harbour, and to have been able to recognise this same type in Broome would have been like finding another piece of the puzzle to the world's fastest and furthest military retreat in history – the retreat of Patrol Wing Ten from the Philippines to Australia.

The Broome wreck sites, however, offered much more than just the technical data on the machines that were lost. Archaeological research will reveal much more about the air raid than was previously known and fill in some of the details of that event. Those that experienced the horror of the air raid and survived have a different story to tell.

Silvano Jung, Ellengowan Enterprises – archaeological consultancies and graphic design. 15 Shoobridge Street, Millner, Northern Territory 0810.

### **SS *Brisbane* (1874-1881) shipwreck project**

Historical background:

The SS *Brisbane*, a Lloyds A1 registered iron steamship of 1503 gross tons, was built in 1874

by Messrs A & J Inglis of Glasgow. It was owned and operated by the Eastern and Australian Mail Steam Company (E&A). With the other ships of the fleet the *Brisbane* serviced a contract then held with the Queensland government to provide the colony's mail service between its coastal ports and Singapore. In doing so the *Brisbane* provided a mail, passenger and general cargo service between the north-east coast of Australia and Asia, calling at Port Darwin when trade required.

In October 1881, whilst attempting to bring mostly Chinese immigrants and a cargo of tea, opium and rice to Port Darwin, the officer in charge mistook the mainland coast for the Tiwi Islands and ran the vessel onto the reef surrounding Quail Island. After refloating the vessel it then struck Fish Reef, approximately 25 nautical miles from Port Darwin, becoming permanently stranded.

Management plan and survey:

I am currently working on the management plan for the SS *Brisbane*, which is protected under the *Historic Shipwrecks Act 1976*. The priority at present is to produce an accurate plan-view map of the visible remains. The shipwreck lies along an ascending reef floor. The stern section lies in approximately 8 -13 metres of water depending on the tide. From the stern the aft and forward portions of the wreck lie in progressively shallower reef. During spring low tides the detached bow, machinery and sections of hull plating lie high and dry.

The survey work is divided into two components. The first involves visiting the site at spring low tide when surveyors can walk the exposed reef and work until the flood tide. The second component involves divers surveying and mapping that material not exposed. For this underwater work the site is visited during neap tides to maximise the visibility.

### **Salvage of the SS *Brisbane* (MA research thesis):**

From July 2001 I have been enrolled in an MA research program in Archaeology at the Northern Territory University investigating the wreck of the *Brisbane*. Although my research is only in its preliminary stages, I plan that the research question will relate to the salvage of the steamship in the months directly following its stranding. I hope to explain discrepancies in historic accounts of what was salvaged by identifying what remains on the site today. The question of what was salvaged from the SS *Brisbane* is relevant to local history because the auction of salvaged material made available,

perhaps for the first time in Port Darwin, a wide range of relatively inexpensive second-hand goods. William Sowden, in his 1882 publication titled *The Northern Territory As It Is*, reflected on this with "...a wreck which was quite a godsend to the folk thereabout. You meet with *Brisbane* relics everywhere".

David Steinberg  
Museum and Art Gallery of the Northern Territory  
david.steinberg@ntu.edu.au  
(08) 8999 8284

## Around the World



### United Nations Proclaims 2002 Year for Cultural Heritage:

Paris, November 22 (No.2001-127)

UNESCO Director-General Koichiro Matsuura has welcomed yesterday's proclamation of the year 2002 as United Nations Year for Cultural Heritage by the United Nations General Assembly and the decision to designate UNESCO as the lead agency for the Year.

Speaking in his capacity as the head of the UN organisation in charge of protecting, safeguarding and enhancing the world's heritage, Mr Matsuura declared: "The proclamation should help UNESCO gain recognition for the importance of cultural heritage preservation. I hope it will stimulate Member States to undertake significant activities and measures to safeguard their heritage. People all over the world need to be made aware of the importance of cherishing our varied heritage, both the treasures of our physical cultural heritage and the intangible heritage of traditions and cultural practices. In learning to appreciate and value our own heritage, we can learn to appreciate the heritage of other cultures. This is an essential step towards ensuring peaceful dialogue and mutual understanding. Furthermore, heritage preservation is essential if we are to retain the wealth of our cultural diversity and ensure that the world is enriched rather than impoverished by globalization."

For the full text of Resolution A/56/L.13 see:  
[www.un.org/ga/56/](http://www.un.org/ga/56/)

For UNESCO's activities in heritage protection see: [www.unesco.org/whc/](http://www.unesco.org/whc/) and [www.unesco.org/clt](http://www.unesco.org/clt)

## News from the Internet

**Guide to Underwater Archaeology Resources** on the Internet:

<http://pophaus.com/underwater/>

**Maritime History** on the Internet:

[www.ils.unc.edu/maritime/nautarch.shtml](http://www.ils.unc.edu/maritime/nautarch.shtml)

The **VOC Anniversary Shipwreck Project** web site can now be found at [www.voc-shipwreck-vliegent-hart.org](http://www.voc-shipwreck-vliegent-hart.org).

The VOC ship *Vliegent Hart* departed from Rammekens, Zeeland, on 3 February 1735 on her second trip to the East Indies. Laden with a full cargo she was caught in a severe north-easterly gale and within twelve hours had sunk twelve miles from the Dutch coast. The summer months of July and August 2001 saw a team of maritime archaeologists, surveyors and commercial divers continuing the archaeological exploration of this vessel.

A copy of the report on the 2000 season of work on the VOC ship *Vliegent Hart* can be obtained by sending 7.00 GBP to:  
VOC Shipwreck Project  
38 Gayton Road  
London NW3 1UB  
UK

Please make cheques payable to R. Cowan. The price includes postage and packing.

### **Fleet Air Arm archive:**

a comprehensive naval aviation history site about aircraft, squadrons and ships of the Royal and Commonwealth forces. Information also of preserved ships and aircraft, museums, associations and research archives.

[www.fleetairarmarchive.net](http://www.fleetairarmarchive.net)

Graham Falkner Drucker  
Director

**Society for Underwater Historical Research:**  
newsletters can be found at [www.suhr.asn.au](http://www.suhr.asn.au)

Introducing **Eliot Werner Publications** (EWP), a new publisher of academic and scientific books in archaeology, anthropology, and related fields. Our mission is to publish high-quality books at prices that are affordable to individual scholars, researchers, practitioners, and students as well as libraries and other institutions. Our emphasis is on professional service, accessibility, personal responsibility, and developing long-term relationships with authors and customers.

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For further information please contact:

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Clinton Corners, NY 12514  
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Fax: (845) 266-3317  
E-mail: kochwerner@vh.net

**ICOMOS Charter on the Protection and Management of Underwater Cultural Heritage**  
[www.international.icomos.org/icomos/under\\_e.htm](http://www.international.icomos.org/icomos/under_e.htm)

**UNESCO Draft Convention on Underwater Cultural Heritage**  
[www.unesco.org/culture/legalprotection](http://www.unesco.org/culture/legalprotection)

**Call for Papers for Volume 6 (2002)**  
**ANISTORITON Journal** (in English).

ANISTORITON was founded in 1997 and is a peer-reviewed Internet and CD-ROM Journal of History, Archaeology & Art History.

ANISTORITON is the greek word for "ignorant in History."

ANISTORITON is an attempt to bridge the gap between professional Historians and Archaeologists and their specialized research, on the one hand, and the general public, the true history and archaeology lovers, on the other.

Contributions from students, especially graduate students (papers, case studies, analyses etc.) as well as other non-specialists for our Viewpoints section are also welcome and encouraged.

Please use in the subject area of your e-mail message the word ANISTORITON and e-mail your inquiries, questions and papers to:

Prof. D. I. Loizos  
The Editor-in-Chief  
dilos@hol.gr  
<http://users.hol.gr/~dilos/anistor/cover.htm>  
ISSN 1108-4081

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Frances Reed  
Publisher  
The Blackburn Press  
[freed@blackburnpress.com](mailto:freed@blackburnpress.com)

The **Queen Anne's Revenge project** has been awarded a \$US350,000 grant through the federal Save America's Treasures grant program. NPS administers the matching grant program in partnership with NEA. Mark Wilde-Ramsing, QAR project director, said he was grateful for all those who lobbied for support of the grant.

Information on investigating, interpreting and preserving the remains of Blackbeard's flagship can be found at [www.ah.dcr.state.nc.us/qar/default.htm](http://www.ah.dcr.state.nc.us/qar/default.htm)

Artefacts are exhibited at the North Carolina Maritime Museum in Beaufort.

**Blue Water Recoveries Ltd** reports it successfully rediscovered and filmed the wrecks of the German battleship *Bismarck* and the British battlecruiser HMS *Hood*, 60 years after their epic battle. Two feature-length documentaries are scheduled to be shown in the UK in late December and the US in February. The book *Hood and Bismarck – the deep-sea discovery of an epic battle* was due for release on November 23. Authors are Rob White and David L Mearns.

**New theory on Hunley sinking:**

Associated Press reports scientists excavating the Confederate submarine H L *Hunley* found an open bulkhead at the rear of the submarine, leading to another possible explanation for the historic submarine's sinking in 1864.

The new theory is that when the submarine was shaken during the battle, water from the ballast tank rushed through the open bulkhead and flooded it.

Other theories so far put forward include the USS *Canandaigua* grazing the *Hunley* as it rushed to the *Housatonic's* rescue; the *Hunley* may have been rocked by the concussion of the exploding boiler of the *Housatonic*; or the glass in the front conning tower shattered during battle, allowing water to flood in.

[www.hunley.org](http://www.hunley.org)

Sadly I must inform list members of the **death of Professor Rhys Jones** in Canberra on 19 September 2001. He was 60. As many of you know Rhys had been bravely fighting leukaemia for several years.

Rhys Maengwyn Jones was born at the Bangor District Hospital in north Wales on 26th February 1941, and grew up in Blaenau Ffestiniog exploring medieval castles and megalithic monuments. Speaking Welsh as his first language Jones proved adept at languages, history, chemistry and physics in his schooling near Cardiff during the early 1950's. At the age of sixteen an essay he wrote on the excavation of a Bronze Age mound in Wales won him a scholarship, and eventually Rhys enrolled in and obtained a degree in archaeology at Cambridge University. He became a ten pound migrant in 1963 when he took up a position at the University of Sydney, where he completed his PhD. He was appointed to ANU in 1969 and remained there until his recent retirement.

Rhys is perhaps best known for his remarkably subtle and powerful work in Tasmania, begun as his PhD research. He undertook research in many other regions, including western New South Wales (Mungo) and Arnhem Land. In recent years he vigorously pursued the accurate dating of human colonisation of Australia. His publications number in the hundreds, many of which were influential in driving the research goals of Australian archaeology. Rhys was always dynamic and enthusiastic, and his debate lively and

insightful. His energy and love of research, together with his sense of fun, influenced many of us who had the pleasure to know him. Rhys leaves a void in Australian archaeology and will be greatly missed.

Peter Hiscock

Convenor of Archaeology,  
School of Archaeology and Anthropology,  
A.D.Hope Building,  
Australian National University,  
Canberra, ACT 0200, Australia.

Telephone: (02) 6125-4421

Fax: (02) 6125-2711

Look up Archaeology World:

<http://artalpha.anu.edu.au/web/arc/arcworld.htm>

School of Archaeology and Anthropology home page:

<http://www.anu.edu.au/AandA/>

## Field Work, Further Studies and Internships

### 2002 Maritime Archaeology Field School FLINDERS UNIVERSITY ARCH 3304 Maritime Archaeology Field School

Dates: 2 – 17 February 2002

Location: Port Victoria and Wardang Island, South Australia. Eight historic shipwrecks around Wardang Island have been marked as part of a maritime heritage trail by Heritage SA.

#### For further details contact:

Dr Mark Staniforth - Topic Coordinator  
Senior Lecturer in Maritime Archaeology  
Department of Archaeology  
Flinders University  
GPO Box 2100  
Adelaide SA  
Phone (08) 8201 5195  
Fax (08) 8201 3845  
Email [Mark.Staniforth@flinders.edu.au](mailto:Mark.Staniforth@flinders.edu.au)

#### **Denbigh shipwreck project seeks crew for 2002 field season:**

The Institute of Nautical Archaeology's fourth field season of underwater excavation on the Civil War blockade-runner *Denbigh* will take place at Galveston, Texas in the summer of 2002. Time frame is two months, June 1 to July 31. A small stipend to partially defray expenses may be

offered. Preference for applicants with experience in nautical archaeology and related disciplines. Students and others with special skills are encouraged to apply. SCUBA certification required for divers. There may be volunteer opportunities for non-divers. E-mail expression of interest and resume to Barto Arnold at barnold@tamu.edu. For details on the project please see our web site: <http://nautarch.tamu.edu/PROJECTS/denhigh/denhigh.html>

The Institute of Nautical Archaeology also announces the reprint of William Watson's 1892 publication *Adventures of a Blockade Runner*.

## Associations

### **Australian Archaeology Association (AAA):**

If you wish to join or subscribe to the journal Australian Archaeology, please contact:

Richard Fullagar  
AAA Membership Secretary  
25 Balfour Road  
Austinmer NSW 2515  
Australia  
+ 61 (0) 242674547 (phone/fax)

[fullagar@uow.edu.au](mailto:fullagar@uow.edu.au)

Or check out the website

<http://www.archaeology.usyd.edu.au/AAA/>

### **The Australasian Society of Historical Archaeology (ASHA):**

For further information please contact:  
The Secretary  
Australasian Society of Historical Archaeology  
Box 220  
Holme Building  
University of Sydney NSW 2006

### **The Society for Historical Archaeology (SHA):**

PO Box 30446  
Tucson AZ 85751-0446  
USA  
[www.sha.org](http://www.sha.org)

### **Nautical Archaeology Society (NAS):**

Please contact:  
The Membership Secretary  
Fort Cumberland  
Fort Cumberland Road  
Eastney Portsmouth PO4 9LD  
England  
[www.nasportsmouth.org.uk](http://www.nasportsmouth.org.uk)

### **Hellenic Institute of Marine Archaeology (HIMA):**

Nikos Tsouchlos  
4 Al Soutsou Str  
10671 Athens  
Greece  
[hima@greeklink.com](mailto:hima@greeklink.com)

### **Institute for Marine Archaeology (IMA):**

"Locate, Excavate, Educate"  
PO Box 770  
Deer Park NY 11729  
USA

[www.marinearch.org](http://www.marinearch.org)

## Grants and funding

### **George Alexander Foundation & Ian Potter Foundation:**

Value up to \$100,000. Awarded to Australian organisations for projects in areas including arts, fellowships travel grants and research. Closing dates mid April; mid July. Contact Executive Secretary George Alexander Foundation and Ian Potter Foundation  
Level 5, 1 Collins Street  
Melbourne Victoria 3000  
Ph (03) 9650 3188

**Fellowships:** Sackler Research Fellowship in the History of Astronomy and Navigational Sciences; Caird Senior Fellowship - 17th century Dutch maritime paintings - medals - 18th century prints; Caird Junior Research Fellowship in (British) Naval and Maritime History and Associated Studies.

Details from:  
National Maritime Museum  
Head of Research  
Greenwich SE10 9NF England

### **The Great Barrier Reef Marine Park Authority**

has an annual grants program for post-graduate students undertaking research relevant to the management of the GBR. Information about this program can be found at the following link.  
[http://www.gbrmpa.gov.au/corp\\_site/info\\_services/science/grants\\_scheme.html](http://www.gbrmpa.gov.au/corp_site/info_services/science/grants_scheme.html)

## New Books, Publications, Videos and Articles



### ***Strangers on the Shore: the wheel turns***

Practitioners will be aware of the transmission of knowledge and understanding by story, song and dance. Most will also be aware of the Contact Shipwreck program as a first stage in the analysis of the interaction of Aboriginal people with wrecked travellers. (See McCarthy and Silvester in the last AIMA Bulletin or [www.mm.wa.gov.au](http://www.mm.wa.gov.au)) In late October the Western Australian Maritime Museum hosted a performance of storytelling, song and music by Fremantle singer/songwriters Mike Murray and Lesley Silvester. As part of the Museum's outreach program, a hard copy and electronic database for all interactions between wrecked travellers and indigenous peoples was produced.

The theme *Strangers on the Shore* began with the VOC (Dutch United East India Company) and moved through the *Emma* wreck, the *Catalpa* incident, the loss of the *Georgette*, the Camden Harbour saga and finally the rescue of the German aviators Bertram and Klausmann. Modern stories included the European migration and asked the audience who among them were once also "strangers". The final act included the boat people and their treatment.

The CD is available from 78 Records in Perth or Mills Records in Fremantle. Call Mike McCarthy or Lesley Silvester on 08 9339 8078. It can be ordered through [www.timetrackers.com.au/strangers.html](http://www.timetrackers.com.au/strangers.html)

**Journal of the Ordnance Society** for the year 2000 has been published. Membership and /or copies can be obtained from Dr Ian McKenzie  
3 Maskell Way  
Southwood  
Farnborough Hants GU14 0PU  
England

## Forthcoming Conferences

### 20TH INTERNATIONAL SHIPWRECK CONFERENCE

Robbins Conference Centre,  
University of Plymouth, UK.

9 February 2002

Speakers include:

- David Mearns

*Hood and Bismarck : the Deep Sea Search for an Epic Battle*

- Ric Wharton

Salvage of Gold from HMS *Edinburgh*

- Margaret Rule

Shipwrecks in Cape Verde

- Martin Dean

HMS *Colossus* in the Scillies

- Innes McCartney

Operation Deadlight Expedition

- Graeme Spink

'Wrecks on Film

- Simon Spooner

The Perfume Wreck

Doors open at 09:00 and close 18:00, tickets are 15 GBP each

To book tickets please send a cheque payable to 'NAS South West' to Conference, 137 Blachford Road, Ivybridge, Plymouth, Devon, PL21 0AE, UK

For more details visit

[www.shipwreckconference.com](http://www.shipwreckconference.com)

The conference is organised by the South-West Section of the Nautical Archaeology Society

Peter Holt

Pier House,

Turnchapel, Plymouth, Devon, PL9 9XB

[www.threeh.demon.co.uk](http://www.threeh.demon.co.uk)

[pete@threeh.demon.co.uk](mailto:pete@threeh.demon.co.uk)

### DEEPARCH RESEARCH GROUP AT MIT ARCHAEOLOGY, TECHNOLOGY, AND THE DEEP SEA

26 – 28 APRIL 2002

Details will be posted on the DeepArch webpage. A call for abstracts is already online:

<http://web.mit.edu/sts/deeparch/>

Questions can be directed to the Program Chair, Dr. Aaron Brody. His email is: <ajbrody@postmark.net>

Information on the upcoming combined **NASOH** (North American Society for Oceanic History) **University of Hawai'i maritime conference** can be found easily at:

[http://www2.hawaii.edu/mop/gmahcp/mop\\_symp2002.html](http://www2.hawaii.edu/mop/gmahcp/mop_symp2002.html)

**OCEANOLOGY INTERNATIONAL (OI) CONFERENCE AND EXHIBITION**  
**ExCel Exhibition Centre**  
**London**  
**5 – 8 March 2002**

OI is the largest international event in the global marine science and ocean technology calendar and attracts an audience over more than 6000 visitors.

Conference topics include:

- Operational Oceanography (Basin Scale Ocean Observing Systems & Ocean Forecasting and Operational Data Products)
- Ports
- Underwater Imagery
- Renewables
- Climate Change Mitigation
- Survey
- Geophysical/Geotechnical Survey
- Environmental Instrumentation, Sensors & Systems

To pre-register visit the OI London website at <http://www.oceanologyinternational.com>. If you have any queries please contact Angela Pederzoli on +44 (0) 20 8949 9839 or email [angela.pederzoli@spearhead.co.uk](mailto:angela.pederzoli@spearhead.co.uk).

**INAUGURAL CONFERENCE OF THE SUBMARINE INSTITUTE OF AUSTRALIA INC**  
**FREMANTLE WA**  
**5 – 8 JUNE 2002**

Expressions of interest and calls for abstracts for "From *Batavia* to *Collins* – 373 years of Undersea Activity" to be held at the Western Australian Maritime Museum.

Major topics include submarine *AE2*, facts of the

Collins class submarines, off-shore oil and gas industry, maritime archaeology, Australian maritime history, Australian maritime museums. Conference website

[www.congresswest.com.au/submarines](http://www.congresswest.com.au/submarines)  
 Conference Secretariat is Jodi Brauer  
[conwes@congresswest.com.au](mailto:conwes@congresswest.com.au)

**ETHICS AND PRACTICE OF ARCHAEOLOGY**  
**UNIVERSITY OF PENNSYLVANIA MUSEUM**  
**PHILADELPHIA**  
**28 SEPTEMBER 2002**

Topics include archaeological practice and rights, intellectual property and cultural heritage; archaeological ethics in economic development; and ethics of sponsorship for archaeological projects.

For further details:  
 Ethics Symposium  
 325 University of Pennsylvania Museum  
 33<sup>rd</sup> and Spruce Streets  
 Philadelphia PA 19104

[www.museum.upenn.edu/Ethics](http://www.museum.upenn.edu/Ethics)

**UNDERWATER AND MARITIME ARCHAEOLOGY THEME AT WAC-5**  
**WASHINGTON DC**  
**21 – 26 JUNE 2003**

For the first time at a World Archaeological Congress there will be an Underwater and Maritime Archaeology theme at WAC -5 in Washington D.C. in June 2003. (At WAC-4 in Cape Town there was an extended session on Maritime Archaeology within the Cultural Resource Management Theme). The Underwater and Maritime Archaeology Theme rationale is available at:

<http://www.american.edu/wac5/themes.html>

The Theme convenors (Mark Staniforth, Australia and Dolores Elkin, Argentina) are seeking input to the development and extension of the Theme rationale and particularly in the area of suggested sessions or topics. We see this as an opportunity to get participants from around the world to a truly international gathering of people interested in underwater and maritime archaeology.

We are also seeking expressions of interest from interested individuals or groups who wish to propose/convene a session for possible inclusion in Underwater and Maritime Archaeology Theme.

Guidelines for proposing a session are available from the Theme convenors:

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The World Archaeological Congress (WAC) is the only representative world-wide body of practicing archaeologists; it supports open dialogue with all people genuinely concerned with the past. WAC holds an international congress every four years to promote the exchange of the results of archaeological research; professional training and public education for disadvantaged nations, groups and communities; the empowerment and betterment of Indigenous groups and First Nations peoples; and the conservation of archaeological sites.

WAC-5 is the first World Archaeological Congress to be held in North America. WAC-5 will be held at The Catholic University of America (CUA), centrally located in north east Washington, D.C. and accessible to the rest of the city by Metrorail.

For further information about WAC 5 see:  
<http://www.american.edu/wac5/wac5home.html>

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**Wishing you all a very Merry  
Christmas and a prosperous  
and safe New Year. Drive  
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